

Design Features for the Entire Spine of 5 th Ave NE								
	Pedestrian		Vehicular		Transit		Businesses & Property Owners	
	Pro's	Con's	Pro's	Con's	Pro's	Con's	Pro's	Con's
Wider Sidewalks Increase width from 5' to 6'-10' 12' widths are required, and would be met by development on designated Major Pedestrian Streets	Wide, unobstructed walking environment Increased safety				More space for shelters and transit riders		More pedestrian activity on the street could increase shop patronage	
Street Trees Trees are in planting strips or tree pits within the concrete sidewalk	Provides a green canopy Increased safety by creating a buffer between pedestrians and vehicles		Provides a green canopy			Trees need to be maintained to an appropriate height for bus navigation	A pleasant walking environment is a draw for shoppers	Trees may block business visibility
Textured Cross walks at signalized intersections Concrete will be stamped with a textured pattern at signalized crosswalks	Aesthetically pleasing		Provides a visual clue for vehicles that there is a pedestrian crossing		Provides a visual clue for vehicles that there is a pedestrian crossing		A nice, safe, pleasant walking environment is a draw for shoppers	
On Street Parking allowed during Off Peak Hours Off peak hours are defined by Monday to Friday, before 6 a.m., between 9 a.m. - 3 p.m. and after 6p.m., and Saturday – Sunday On street parking would probably extend from 106 th – 100 th This will be under analysis by SeaTran to determine safety levels and traffic queues, which might limit on street parking	Increased safety by creating a buffer between pedestrians and vehicles		Allows additional parking capacity to those businesses along 5th Ave	Could be ineffective if not utilized Restrains lane capacity		Limits continuous lane bus movement during off-peak hours	Allows additional Parking Capacity to those businesses along 5th Ave	

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Central Median Options								
Central Two Way Left Turn Lane Left hand turns across traffic would be allowed from the center lane into existing curb cuts		More potential conflicts between pedestrians and vehicles No pedestrian refuge	Maintain existing turning access	More potential conflicts between pedestrians and vehicles		More potential conflicts between pedestrians and vehicles	Maintain existing turning access	
Continuous Central Median Left hand turns across traffic would be blocked by the central median	Improved pedestrian environment with a green canopy Reduces pedestrian and vehicular conflicts Provides a pedestrian refuge		Less vehicular conflicts with curb cuts Aesthetically pleasing green canopy	Limited left turn access points for south bound vehicles	Less vehicular conflicts			Limited left turn access points for south bound vehicles
Combination of Central Median & Central Two Way Left Turn Lane Left hand turns across traffic would be allowed at select points coinciding with curb cuts, but would be blocked at select points by the central median	Predictable traffic movements Consolidated left turning point for vehicles Improved pedestrian environment with a green canopy Provides a pedestrian refuge		Predictable traffic movements Aesthetically pleasing green canopy	Selectively reduced left turn access			Access would be coordinated with property owners	Selectively reduced left turn access

<p>Relocated bus stops</p> <p>Certain bus stops would be relocated to the far side of the intersection in keeping with SeaTran requirements, these include all bus stops south of Northgate Way</p> <p>(far side is after you have passed through the intersection)</p>	<p>Reduces potential conflicts between vehicles, transit and pedestrians</p>		<p>Reduces potential conflicts between vehicles, transit and pedestrians</p>		<p>Reduces potential conflicts between vehicles, transit and pedestrians</p>			
<p>Enhanced Bus Stop Shelter</p> <p>Please refer to Metro Materials for further details. Fifty passengers must board a day in order to be eligible for Metro’s enhancements</p> <p>Enhancements include the following features:</p> <ul style="list-style-type: none">- Bus shelter- Trash Receptacle- Bench and/or leaning rail- Schedule Information	<p>Pleasant environment, increased protection from the elements</p>				<p>Safe, pleasant place for transit riders to wait for their buses</p> <p>Increased visibility of transit system</p>			